

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 2,338 tons Captain W. A. Valentine.
 "FATSHAN" 2,250 " " R. D. Thomas.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAN" 2,363 tons Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon. Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons Captain T. Hamlin.

Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.

S.S. "NANNING" 569 " " C. Burcham.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 4:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Manassas, (First Floor) opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN, via SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN via SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 29th September, 1906.WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M. for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 23rd December, 1905.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
Hongkong, 27th November, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Liqueur can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0	\$42.0.0	\$22.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUEZ	64.0.0	44.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

*In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED as VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
SANDAKAN	4,763	TUESDAY, 16th October.
WILLEHAD	4,763	TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain —, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Liqueur can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	80.00	50.00	30.00
TO NEW GUINEA	\$28.00	\$18.00	\$14.00
Return	42.00	28.00	21.00
TO BRISBANE	\$50.00	\$30.00	\$20.00
Return	80.00	50.00	30.00
TO SYDNEY	\$50.00	\$30.00	\$20.00
Return	80.00	50.00	30.00
TO MELBOURNE	\$50.00	\$30.00	\$20.00
Return	80.00	50.00	30.00
TO YOKOHAMA	\$80.00	\$50.00	\$30.00
Return	120.00	70.00	40.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	140.00	100.00	70.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.0.0
TO EUROPE VIA AUSTRALIA AND AMERICA	96.0.0
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ADDUT

	PRINZESS ALICE	ROON	WILLEHAD
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 10th October.	WEDNESDAY, 24th October.	WEDNESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA			
YOKOHAMA & KOBE			

Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co. O. & O. S. S. Co. T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$61.0.0
TO BREMEN	63.10.0
TO PARIS VIA CHERBOURG	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 28th September, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed. Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT'S GENUINE COMPOSITION RED HART BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIGHTER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 11th March, 1906.

[41]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

公司 隆 李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading

Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Ed.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

[42]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 11th September, 1905.

[43]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET

Hongkong.

Hongkong, 28th April, 1906.

[44]

NOTICE.

ALL PERSONS having CLAIMS against the Estate of the Right Reverend JOSEPH CHARLES HOARE, D.D., late Bishop of Victoria, are requested to send particulars of the same to the Undersigned as soon as possible.

Hongkong, 29th day of September, 1906.

DENNIS & BOWLEY,

Solicitors, Supreme Court House.

[52]

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

MASONS wishing to join the above are requested to communicate with the Undersigned (in Danes) on the 3rd November.

J. J. BLAKE,

Secretary, Headquarter Office, Hongkong.

Hongkong, 28th September, 1906.

[53]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF RUSTIM DADABHOY VANIA, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 38 of Ordinance No. 2 of 1897, made an Order limiting the time for CREDITORS and others to send in their CLAIMS against the above Estate to the 15th day of November, 1906.

All Creditors are hereby required to send in their Claims to the Undersigned on or before the said date.

And all Debtors are hereby required to pay their Debts due to the Estate.

Dated the 23rd day of August, 1906.

R. B. MUNSHI,

D. B. MUNSHI.

[54]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against and witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN ROWLANDS,

Secretary.

Hongkong, 6th July, 1906.

[55]

VIOLIN AND MUSIC LESSONS.

LADY VIOLINIST can spare a couple hours daily for lessons in VIOLIN and MUSIC to Ladies and Children. Private Tuition.

For Terms, apply to—

"B."

C/o Hongkong Telegraph.

Hongkong, 8th September, 1906.

[56]

KWONG HANG & CO.

Intimation.



"STILL LEADING"
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.
\$15 per case.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 28th September, 1906.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 1, 1906.

CHINESE ENDURANCE.

A few days ago we had occasion to make a few remarks upon the subject of Chinese magnanimity, as exemplified by their spontaneous offers, both in and out of the Colony, of prompt pecuniary assistance for the sufferers by the awful holocaust of the memorable 18th September. The reason for our writing as we did was the reading of so-called "histories" of China and the Chinese, compiled by western globe-trotters, and others of that ilk. But the storm has brought out yet another feature of the Chinese character, which does them credit, and which compares very favourably with that of westerners, suffering under such a dire calamity as some of the Chinese are now suffering from—a calamity which has made of them the poorest of the poor, their very homes, with all their contents, washed from under them, and, in a multitude of cases, their very clothing ripped off their backs. During the first few days succeeding that evil Tuesday, the sights along the water-front from the East to West were pitiable in the extreme, and unsurpassable in their utter pathos. Families who had but each other left, with, perhaps, the bread-winner snatched from them, huddled together in their misery, knowing not where to turn for comfort and for warmth in the cold and biting rain, which kept their poor rags constantly saturated, and clinging to their chilled and starving bodies. And here's where the admirable feature of the Chinese character, in the very lowest classes, manifested itself. With all their misery, with all their cold and hunger, with almost everyone mourning the loss of one or other member of their so lately united families, there was no loud outcry; there was no disorderly behaviour; there were no riotous and disgraceful scenes. The victims of the disaster bore their trouble with that patient endurance which, we are told, is God-like, and which might well be emulated by many a western nation under similar conditions and in like circumstances. But more than all this, and most remarkable of all, a condition of affairs which might, not unnaturally, have been expected, and scarcely have excited annoyance or resentment, under such terrible trials as they have had to endure, has been entirely conspicuous by its absence—there has been no begging!

All things being equal, could the same story have been told of a Western city under similar circumstances? We opine not. No one could have been surprised if the streets had been literally thronged with beggars, so that an open palm would have been at one's elbow at every turn, and a whining, wheedling voice, imploring *cumshu*, at one's ear. But there has been none of it; and though the warring of the elements which deprived the poor folk of their all—and very little all at that—is now two weeks old, we have not met, in all our investigations and inquiries, a single person who is in a position to say he has been molested or importuned for alms. There may be two causes for this very unusual, but very satisfactory state of things. It may be that the unfortunates have been given to thoroughly understand what the foreigners and their own countrymen are doing for them, and therefore have been exercising this remarkable patience; or it may be that the wealthier classes have taken the matter so well in hand as to, at least for the present, lift the poor victims of that disaster above the necessity for mendicancy. We like to think that both causes contribute to the satisfactory state of affairs in equal degree.

LOCAL AND GENERAL.

J. NAKAMURA, a Japanese fireman on board the steamer *Kanjū Maru*, left the Police Court this morning \$5 out of pocket when Mr. Gompertz was over with him for a charge of disorderly behaviour in Ship Street on Sunday night.

At the close of the services at St. John's Cathedral yesterday, the Rev. A. Stevens announced that he was unable to make any definite statement, at present, as to the date of the dedication of the new church of St. Stephens, at Kowloon, which dedication was to have taken place on Saturday next, the 6th inst.

KWAN YUN, a coolie, employed at Mount Austin Barracks, was charged before Mr. H. J. Gompertz, at the Police Court this morning, with stealing a pair of khaki trousers, the property of Mr. Flowers, R.W.K., on the 30th ultimo. Defendant, who wore the full khaki uniform of a soldier, pleaded not guilty. Complainant gave evidence regarding the theft, and concluded by saying that a lot of clothing had disappeared from the barracks recently, and that the suit of clothes defendant had on his back at that moment could not be satisfactorily accounted for by the accused. He was sentenced to six weeks' hard labour and six hours' stocks.

MR. H. A. MORRIS, an overseer in the Public Works Department and Inspector Spencer Kelly of the Sanitary Department proceeded respectively against two coolies at the Police Court, today, for cruelly ill-treating pigs at Kennedy Town, yesterday. The defendant were engaged with a number of other men loading pigs at the cattle pier at Kennedy Town. They had some difficulty in getting the pigs out of their baskets, and the defendants were seen to be pushing the animals out by means of sharp bamboos. Mr. H. A. J. Gompertz fined them \$10 each and bound them in the sum of \$100 each to be of good behaviour for three months.

A TOKIO dispatch states that the T.K.K. steamer *America-maru*, 1,000 tons, which left San Francisco on the 14th ult., and is due according to schedule at Yokohama on October 2nd, is bringing to Japan a large consignment of goods, ordered in anticipation of the new Customs tariff. The consignees have jointly applied to the Toyo Kisen Kaisha to do their utmost to ensure the steamer arriving before October 1st, and the dispatch states that orders have been issued that the *America-maru* is to cross the Pacific at full speed, in an endeavour to arrive at Yokohama before midnight on the 30th instant. There will be many anxious eyes and ears awaiting news of the steamer about this time next week.

THE conductor of electric tramcar No. 19 proceeded against a boatman at the Police Court this morning, before Mr. H. J. Gompertz, for using abusive language towards him on Saturday, and for assault. The defendant said he simply asked complainant to give him silver and not coppers as change for his fare and he got arrested. The conductor said when he returned defendant his change on Saturday night he got very disorderly on the car and when told that if he continued he would be put off the car, defendant's feet interfered with his anatomy. His Worship fined defendant \$5 on the first charge, and on the second item he was bound over to keep the peace for three months.

EZEKIEL ABRAHAM, who was arrested and charged recently for behaving in a disorderly manner in the office of Messrs. David Sassoon and Company, made his second appearance at the Police Court this morning, charged with behaving in a riotous and disorderly manner in Ship Street, on Sunday night. P. C. Hedge said that defendant was chasing ricksha coolies about the street, and overturning the rickshas. The defendant denied all that was said. He was charged that he had a previous conviction, and was bound over to Mr. Hazeland to keep the peace. Mr. Gompertz fined defendant \$10 on the first charge, and \$50 for breaking his bond. The defendant went to gaol for twenty-one days. On the expiration of the term, we are informed the Jewish community will send Abraham back to his native home—Bagdad.

FONG HING, who calls himself a cook, was arraigned before Mr. H. J. Gompertz, at the Police Court, today, on three charges: (1) converting the sum of \$170, the property of Sapper J. Ross, R.W.K., to his own use on 11th ult.; (2) stealing the sum of \$20 from Lee-Corporal A. H. Bone, R.E. on the 12th; and (3) absconding himself from duty. On the first charge, it was said, Fong was given the money to make a purchase with. He forgot about it, and also forgot to return the money to Sapper Ross. As regards the other charges, Lee-Corporal Bone hung his coat over a chair on the 12th ult. Inside the pocket of the coat were two \$50 bills. Defendant removed the bills and himself and was not seen until he was arrested yesterday by Detective Wilden. He had nothing to say, and his Worship sent him to gaol for six weeks and to be exhibited in the stocks for six hours on the first charge. On the second to pay a fine of \$5, or a further fourteen days' gaol, and on the third charge to pay a fine of \$15, or another month.

KT. REV. BISHOP POZZONI.

To-day being the first anniversary of the consecration of his Lordship Bishop Domenico Pozzoni, a High Mass was celebrated at 7.30 a.m. at the R. C. Cathedral. Rev. Fr. de Maria officiated, and was assisted pontifically by his Lordship the Bishop.

All the Catholic clergy in the Colony, the students of St. Joseph's College, the scholars of the Italian and French Convents, as well as the inmates of the Orphanages attended Mass. At 8.30 a.m. at the Mission House the Chinese members of the Congregation met the Bishop when a congratulatory address was presented to his Lordship. The boys of St. Joseph's College made a similar presentation. Throughout the day many distinguished visitors and a large number of residents called on Bishop Pozzoni to tender him their congratulations and best wishes for many happy returns of the day. A holiday was observed by all the Catholic schools in the Colony to-day. This evening the members of the Catholic Union are holding a reception in honour of the distinguished prelate.

THE HAMBURG-AMERIKA LINE.

We are requested to state that the Hamburg-America Line's new steamer, the s.s. *Habshurg*, which arrived in port to-day from Hamburg, will be thrown open for inspection tomorrow, Tuesday, the 2nd inst., between the hours of 10 a.m. and 12 noon. The *Habshurg* is the first of the new steamers built for the F.M. Eastern line of this company, and is now on her maiden trip to the East. The local manager of the company invites the friends of the company and all interested to inspect the vessel during the hours mentioned.

The *Habshurg* will be followed by the *Hohenstaufen*, the latest addition to the company's fleet, due here Nov. 27th.

MIDDLESEX COOLIES.

INTERFERING WITH "KINSHAN'S" LABOURERS.

At the Police Court this morning, at the request of Detective-sergeant Wilden, Mr. H. J. Gompertz ordered four men—a tanner, a shop-keeper, a doctor and a fisherman—to be detained by the police until the 4th instant when they will be called upon to show why they should not be punished for interfering with the work on the s.s. *Kinshan*. That was also the most convenient date for Captain W. E. Clarke, of the Hongkong, Canton and Macao Steamboat Company, to attend the Court to prosecute the quartette.

The charge against the defendants was that of disorderly behaviour at Tai-lam-ching on the 28th ultimo. Tai-lam-ching is very near the place where the *Kinshan* went ashore during the typhoon, and it is from that place that coolies are being engaged (assisted in re-floating the vessel) Labour is scarce in that part and the defendants, knowing this, informed the coolies not to work for nothing. A number of coolies were engaged and defendants, who thought they were working too cheap, advised the men to stop work. The labourers comply with their request and it was alleged there was a scene in which, according to our information, the labourers were threatened. The men were then arrested.

POLICE DISSATISFACTION.

POLICEMEN DESERTING.

For some time past there has been a feeling of general dissatisfaction among the junior European members of the local police force and on Saturday last the crisis was arrived at when three European policemen—two of them a sergeant—deserted the service. Where they have gone to is a matter for conjecture; that they have left the Colony is a certainty.

What the grievance is about was not said, but from recent conversations overheard it appears that their salary is the cause of the trouble.

Hon. Mr. F. J. Badley, captain, superintendent of police, was seen by a reporter this morning and he point blank refused to discuss the subject.

From other sources we were able to obtain further particulars of what were the grounds of their desertion. They were taken of some months ago, and as they had hopes that the Secretary of State's reply regarding the matter or exchange compensation would be satisfactory, they waited eagerly for the reply. The reply to His Excellency the Governor's despatch from the Secretary of State was recently received, and as we all know, was unsatisfactory to a certain section of the police. This so shattered the hopes of the policemen that a few have decided to desert the force and trust to Providence in the future.

"What is the good remaining in the force?" said an officer to-day. "You are paid like a coolie and what chances are there for promotion? None, whatever." Continuing, he said that the salary of a constable, at the present rate of exchange, amounted to \$70. "Now what can a man do with \$70?" After paying the mess and other little expenses, what is there left?

Asked whether he thought there were going to be further desertions, he replied that he would say nothing more. As far as things had gone up to the present it is a serious matter for the Colony, and it would be well for the Governor to inquire into the affair before it reaches a more serious stage.

THE engagement is announced of Henry Burnard, eldest son of the late Colonel T. H. Stotter, late Honourable East India Company's Service, and Madras Staff Corps, and Ethel Latimer, daughter of the late Mr. William Henry Brereton, of Hongkong, barrister-at-law.

THE TYPHOON.

THE RELIEF FUND.

FURTHER CONTRIBUTIONS.

Mr. H. Hunter, the hon. treasurer, acknowledges with thanks the following subscriptions:—	
Already acknowledged	\$7,273.65
Nippon Yusen Kaisha	3,000
Raque de l'Indo Chine	2,000
Chartered Bank of India, Australia and China	2,000
Carlowitz & Co.	1,000
Mercantile Bank of India, Ltd.	1,000
Mitsui Bishi Goshi Kaisha	1,000
Netherlands Trading Society and Staff	1,000
Hughes & Hough	250
Palmer & Turner	250
Collected by China Mail Ltd.	199.57
Staff, China and Japan Telephone & Electric Co.	136.50
A. F. Arculli	100
H. F. Carmichael	100
European Staff, A. S. Watson & Co., Ltd.	100
G. Kumabe, Consul for Japan	100
Lane Crawford & Co.	100
A. R. Many	100
Denison, Ram & Gibbs	75
Mr. and Mrs. S. T. Dunn	50
A. C. Hynes	50
R. R. Hynd	50
D. Is	50
B. L.	50
A. Rodger	50
St. Andrew's Chapter	50
His Honour Mr. A. G. Wise	50
Collected by China Mail Ltd.	46
A. B. Avastia	25
T. E. Cocker	25
Mr. Col. H. G. Fitton, D.S.O.	25
B. A. Hale	25
E. A. Irving	25
P. N. H. Jones	25
Orin Kong Sing	25
E. Buxton Poulman	20
W. S. Dupree	10
Miss H. S. Fletcher	10
Miss S. V. Fletcher	10
Miss Johnstone	10
J. P. M.	10
Alberto Moreno	10
E. A. Nicholls	10
Miss L. A. Eyre	5
Mrs. Lai Yau Chee	1

\$90,451.72

THE CANTON RIVER FLEET.

DOWN-RIVER STEAMERS WEATHER FOUND.

The first arrivals in port of the Canton River fleet of passenger steamers since Friday morning last were the s.s. *Hankow* and the s.s. *Kwangtung* which came in within a few minutes of each other yesterday (Sunday) forenoon. The storm of Friday night and Saturday was responsible for no less than three river boats and four ocean steamers bound down from Canton lying in shelter from Friday night until Sunday morning. To relate the experiences of any one of these seven steamers is to narrate the identical account of the rest; all being anchored within a radius of a few hundred yards of one another went through the same incidents throughout the thirty-six hours previous to the vessels weighing anchor for Hongkong on Sunday morning.

The s.s. *Hankow*, Capt. B. Branch, of Messrs. Butterfield and Swire, was the first to reach Hongkong yesterday, and on her arrival particulars of her voyage were gathered on board. The *Hankow* left Canton on her usual return trip on Friday evening, 28th ult., at 6.45 p.m. Proceeding down river no eventful incident occurred and there were no indications at the time of an impending storm. At ten o'clock the same night the *Hankow* met the French steamer *Paul Beau*, *Yangking* and *Powan* within seven minutes of one another on their way up to Canton from Hongkong. The *Hankow* stopped and spoke these vessels, when Capt. Branch learnt that at 5 o'clock on Friday evening the typhoon had been fired at Hongkong indicating the approach of a gale. The up-river steamers after imparting the information to the *Hankow* proceeded to Canton. At this time those on board the *Hankow* observed the s.s. *Kwangtung* (Capt. Walker) returning round and anchored off Tai-lung Island. This was at 10.30 p.m. To continue the journey would be run right into the gale which was blowing with great force in the vicinity of Hongkong shortly after eleven o'clock on Friday night. In anchoring at the time he did Capt. Branch was just exercising the utmost caution dictated by good seamanship born of the experience of many years' trading in these waters.

For an hour or two after anchoring, no abnormal weather prevailed. Shortly before midnight, however, it commenced to blow very hard with heavy rain squalls. Throughout Saturday there was no sign of the wind moderating; quite a gale blew all that day, the wind gradually veering to Eastward with heavy squalls.

On that day (19th Sept.) the s.s. *Powan* left Canton for Hongkong at 8 a.m. At about noon Capt. Valentine decided to anchor also and the *Powan* dropped her "mud-hook" within hailing distance of the paddle-wheelers.

It was not until a late hour on Saturday afternoon that the gale began to ease down a little, the wind appearing to be at its height at 2 p.m. when the barometer read 29° 45'—the lowest reading recorded on board during the gale. The steamers had sought safety in a well sheltered position; for in spite of the violence of the wind the sea at no time was lashed into fury, and but for the shrieking wind it could not be conjectured by the smoothness of the water that a gale of almost typhoon force was raging in the vicinity. There was apparently a lull during the early part of Saturday night. From two to four o'clock in the morning of Sunday it began to blow again. There were two or three squalls at intervals

in the SE. and these on board spoke of them as of terrific force. In fact, Capt. Branch expressed "his belief" that "it blew harder than ever it had been felt before."

The *Hankow* got under way again at 6.35 a.m. on Sunday (Sept. 30). Her companions in shelter were the *Powan*, *Kwangtung*, the chartered s.s. *Sullberg*, the *Chowfa* and other ocean-going steamers. The *Hankow* continued the voyage to Hongkong without incident. Several severe squalls were experienced all the way down as far as Lin-tin when the weather cleared and port was made in the forenoon. The *Hankow* moored alongside her wharf at 11.40 a.m. She had on board three European passengers besides Capt. Christie. Jardine's well-known pilot on the Canton River. The number of Chinese passengers was about eight hundred, none of whom at any time manifested the faintest symptom of alarm. They took their enforced prolongation of the voyage in a practical manner; those who did not provide themselves with meals had ample provision served out to them by the orders of Capt. Branch who and whose officers made of the hundreds of passengers' novel experience as little irksome as possible under the circumstances.

The barometric readings are interesting: Friday, midnight, 29° 70'. Saturday, 2 p.m., 29° 45', lowest reading recorded.

Then rose gradually until Sunday when at 6 o'clock in the morning the register indicated 29° 85', the steamer weighing anchor for Hongkong shortly after. In conversation Pilot Christie was heard to observe that never, in all his experience, had he known such irregularity in the readings of the glass in a storm like that of Saturday last. It was all the more strange as the storm followed in such rapid succession the typhoons which had passed within a very few days previously.

The *Hankow* sighted the *Kinshan* ashore at Castle Peak, shortly after 8 a.m. On being signalled she hoisted and picked up Capt. W. E. Clarke from the *Kinshan*, at 10.30 a.m. As reported on Friday, Capt. Clarke proceeded by his Company's despatch vessel—the *Lungshan*—to direct the further operations attending the saving of the *Kinshan* by the Dock Co.'s dredger, the *Canton River*. Both the latter vessels weathered the storm on Friday and Saturday. There was little or no change in the position of the *Kinshan*, and the *Canton River*, in spite of her heavy hammer, was lying snugly at anchor. Our latest information is that the effect of the wind and waves had been to partly fill up the channel the dredger had been cutting for the *Kinshan* on the sandy bed of the Bay at Brothers' Point. Although unfortunately causing the re-floating of the riverboat to be retarded, the partial silting up of the channel in no way endangers the absolute security of the *Kinshan* or lessens her chances of taking to sea again.

The *Hankow* passed the wreck of the *Heung-shan* at some distance. No signals were exchanged between the two vessels, and as far as could be judged by those on board the former the stranded steamer was apparently in no worse plight than she was in before the third storm of the fortnight. The salvage steamer *Protector* was close to the *Heungshan* at anchor.

THE S.S. "KWONGTUNG."

When seen on board the s.s. *Kwangtung* at Douglas's Wharf shortly after noon yesterday, Capt. Walker courteously tendered every information our representative sought to obtain. He stated that he left Canton on Friday at 5.30 p.m. with a full general cargo and the full complement of Chinese passengers, about 600 all told, and carried besides about fifty head of cattle. Before leaving Canton he observed a vivid sunset and had faint suspicions that a storm would be approaching somewhere in the neighbourhood. Journeying down river the passage was smooth and uneventful. Reaching Tiger Island he met the Hongkong pilot boats going up river, which led him to conclude that the vessels must have left port earlier than the schedule time for fear of a storm. He spoke the *Yangking*, at 9.30 p.m. These vessels signalled to the *Kwangtung* that the black signal had been hoisted in Hongkong. Capt. Walker, accordingly, thought advisable to turn round and anchor. This was about 10 p.m. on the 28th September. The vessel remained at anchor until 6 a.m. on Sunday, the 30th Sept. The weather throughout was described as overcast, squally and generally bad; the lowest reading of the glass was 29° 46' at 3 p.m. on Saturday. At anchor near the *Kwangtung* were the s.s. *Hankow*, *Powan*, *Sullberg*, *Mahide* and *Chowfa*—all bound down. The Chinese passengers were adequately supplied with biscuits kept on board for emergencies. Capt. Walker had ten first opened, which were freely distributed to the lower deck passengers who cared to avail themselves of the ship's rations. The better class Chinese elected to obtain their meals from the commodore's department on payment. The *Kwangtung* sighted the *Lungshan* ashore in Lantau near the Brothers.

THE S.S. "LUNGSHAN."

The *Lungshan* as reported proceeded to the *Kinshan* on Friday. At the height of the storm she was run ashore on a sandy beach in Lantau almost directly opposite the *Kinshan* on the mainland. The *Lungshan* is undamaged. Capt. W. E. Clarke set out this morning on a hired launch to Lantau and was expected back this afternoon.

THE "KEONG WAI."

The *Keong Wai*, German steamer, had to put into this port for repairs, having experienced the full blast of the typhoon, and suffered damage proportionately. This vessel was on her way from Swatow to Bangkok, with a general cargo and 800 coolies as stowage passengers, but on account of the damage she sustained she was unable to continue her voyage and was forced to bring more work for the Dock Company. Her funnel may have been, what the Americans call a "smoke-stack" once—it might have been anything when she came limping into the harbour, to seek the hospitality of the port, and of the Dock Com-

pany. There was but little left on deck that the angry seas could snatch from her, and she presented almost the appearance of a derelict hulk. She now lies in Kowloon Bay, awaiting a vacant berth, to go into hospital.

THE "HOP SANG."

The s.s. *Hop Sang* had a very narrow escape from being piled on the rocks in Hungshom Bay. She dragged her moorings, lost her anchors, and got adrift, and was at the mercy of wind and wave, and the result might have been another disaster gone to swell the already heavy list of losses to the shipping in and about the harbour. However, the *Robert Cook* took charge of her, and soon had her once again moored in a place of safety.

MEMORIAL SERVICES.

At the services at St. John's Cathedral yesterday, memorial sermons were preached in the morning by the Venerable Archdeacon Bannister, and in the evening by the Rev. J. H. France, the oldest acquaintances and fellow-workers of the late Bishop Hoare, in commemoration of whom the services were specially held. Both speakers delivered very eloquent addresses, full of eulogy of the prelate, who had been called away, and of sympathy for his suddenly bereaved family. At the close of each service funeral dirges were played by Mr. Denman Fuller, the organist of the Cathedral, the congregation standing while.

SUSPECTED LOSS AT GAP ROCK.

Notwithstanding that in coming steamers reported that on passing Gap Rock, everything appeared as usual, the absence of direct news from that point caused the Harbour authorities to suspect that something was amiss, and in consequence that department's launch *Stanley*, which has been doing such good work since the terrible 18th inst., was despatched this morning to investigate. She is expected back to-night to report.

THE VACUUM OIL CO.

The Vacuum Oil Company report that two Chinese lighters were lost in the typhoon, one off the Norddeutscher Lloyd's godown at West Point, and one near the s.s. *Vermis*. These lighters were laden with barrels and cases of the company's product, which are believed to have been blown or drifted in-shore somewhere, and are now being sought.

THE FAIRWAY BUOYS.

After all the trouble of getting the Fairway Buoys, which were capsized in the disaster of the 18th inst. righted and ready to replace in their proper positions, they were again toppled over by Saturday's blow, and all the labour of righting them will have to be done over again.

LARGE JUNK ADRIFT.

On Saturday, during the storm, a large junk was observed to be drifting helplessly out to the west. The junk appeared to have been abandoned, as there were no signs of life to be seen on board of her.

OFFENSIVE GARBAGE.

The Sanitary Department had been doing all it could to remove the piles of garbage and refuse lying all along the Praya Central and West, when the storm of Saturday came along and stopped them in the work. The result is that to-day the offensive odours along that district have been well nigh unendurable. The Sanitary officials, no doubt, with the best intentions, smothered the heaps with lime and disinfectants of sorts, and the resultant combined stench can be better imagined than described. No one going along that thoroughfare on business returned by the same route—one experience was more than sufficient.

"GOOD ROADS."

If anyone there be needing confirmation of, before endorsing the Hon. Mr. Hewitt's remarks about the condition of the roads, as uttered at the last Legislative Council, he need only walk or drive 200 yards west of Blake Pier, and he will get all and more of any confirmation he wants. There also the Hon. the Director of Public Works should find an object lesson!

CEMETERY WALL COLLAPSES.

The after effects of the typhoon is now being felt in the Colony. On Friday night last the retaining wall that divides the Roman Catholic and Public cemeteries collapsed. Shortly after this occurred a portion of the hillside fell into the Catholic cemetery and several of the graves were damaged. This is the third time that we have had to report the collapsing of this retaining wall. The damage done on this occasion is estimated at \$2,000.

FATAL COLLAPSE OF SERVANTS' QUARTERS.

At about eight o'clock on Saturday night the retaining wall near "Brasade," a boarding house, kept by Mrs. Watt, at No. 20, Macdonnell Road, collapsed, and this resulted in the coolies quarters and the cook-house of the boarding house being razed to the ground. The matter was communicated to the police by telephone, and police reserves and firemen, in charge of Chief Inspector Baker and Inspector Smith, repaired to the scene at once. On arriving at the spot they were informed that a number of servants were in the quarters at the time of the collapse and as they were not to be seen it was the general opinion that they were buried in the debris. The police went to work and soon dragged out three men from the debris. A little later a third man was located, but it was discovered that he was dead. Two other coolies were reported as missing up to this morning. A gang of coolies, in charge of the police, were at work during the whole of Saturday night and Sunday and well into this morning clearing away the debris and searching for the two missing men. The man who was killed in the collapse was one of Dr. Clarke's choir coolies. The collapse is said to be caused by a landslide crashing into the retaining wall causing that to give way.

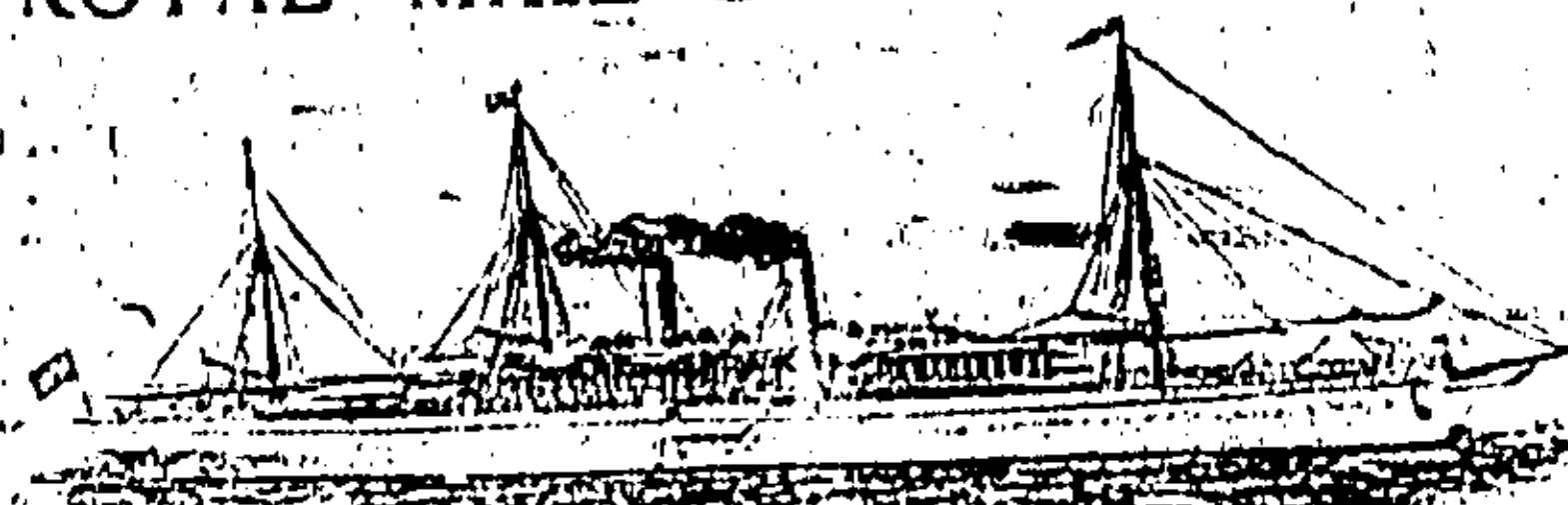
SCHOOL WALL COLLAPSES.

The wall at the entrance of St. John's School, in New Street, West Point, came down with a crash on Saturday, but fortunately no further damage was done.

HOUSES DAMAGED AT YAU MATI.

Over a dozen houses in Reclamation Street and Macdonnell Road, Yau mati, are more or less seriously damaged. The walls of many have collapsed, and the roofs of a few were blown away. No lives were lost, however.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days VOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE".....	WEDNESDAY, October 3	October 27
"EMPEROR OF CHINA".....	THURSDAY, October 25	November 12
"TARTAR".....	WEDNESDAY, October 31	November 24
"EMPEROR OF INDIA".....	THURSDAY, November 22	December 10
"ATHENIAN".....	WEDNESDAY, November 28	December 22
"EMPEROR OF JAPAN".....	THURSDAY, December 20	January 7

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a "Special Mail" Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence, 46 days. Via New York 46 days. Hongkong to London, Intermediate on Railways 46 days. Steamers, and 1st Class on Railways 46 days. "R.M.S. 'MONTEAGLE', 'TARTAR' and 'ATHENIAN' carry 'Intermediate' Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, and Japan Governments. D. W. CRADDOCK, Acting General Agent. 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steaming	On
MANILA.....	"JUENSANG".....	TUESDAY, 2nd October, 4 P.M.
SHANGHAI.....	"HANGSANG".....	TUESDAY, 2nd October, 4 P.M.
TIENSIN.....	"CHEONGSHING".....	TUESDAY, 2nd October, 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 1st October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"KUIKIANG".....	2nd October.
MANILA.....	"TAMING".....	3rd
NINGPO.....	"SUNGKIANG".....	4th
TAKOW AND TAIWANFOO.....	"CHANGCHOW".....	4th
TSINGTAO, CHEFOO AND NEWCHWANG.....	"KASHING".....	4th
SHANGHAI.....	"YOHOW".....	5th
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"CHANGSHA".....	5th
TIENSIN.....	"KWEICHOW".....	12th
CHEFOO AND NEWCHWANG.....	"KWEIYANG".....	12th

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Burgoon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI.....	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 6th October, at Noon.
ZAFIRO.....	2540	R. Rodger		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th September, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA".....	16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS	TO SAIL
"HABSBURG".....	SHANGHAI, KOBE AND YOKOHAMA.....	2nd October.
"RITS-AMIA".....	SHANGHAI, YOKOHAMA AND KOBE.....	4th October.
"SEGOVIA".....	YOKOHAMA AND KOBE.....	Beginning of October.
"SITHONIA".....	SHANGHAI, KOBE AND YOKOHAMA.....	14th October.
"C. FERD. LAEISZ".....	SHANGHAI, YOKOHAMA AND KOBE.....	23rd October.
"ANDALUSIA".....	SHANGHAI, KOBE AND YOKOHAMA.....	31st November.
"AMBRIA".....	SHANGHAI, YOKOHAMA AND KOBE.....	22nd November.

HOMeward.

STEAMERS	DESTINATIONS	TO SAIL
"SUEVIA".....	HAVRE, BREMEN AND HAMBURG.....	10th October.
"Capit. Kaiser".....	VIA SINGAPORE, PENANG AND COLOMBO.....	
"SENEGAMBIA".....	HAVRE, ANTWERP AND HAMBURG.....	16th October.
"Capit. Peters".....	VIA SINGAPORE, PENANG AND COLOMBO.....	
"HABSBURG".....	NAPLES, HAVRE AND HAMBURG.....	2nd November.
"Capit. Filler".....	VIA SINGAPORE, PENANG AND COLOMBO.....	
"BRISGAVIA".....	HAVRE AND HAMBURG.....	16th November.
"Capit. Hildebrandt".....	VIA SINGAPORE, PENANG AND COLOMBO.....	
"SITHONIA".....	HAVRE AND HAMBURG.....	30th November.
"Brehmer".....	VIA SINGAPORE, PENANG AND COLOMBO.....	
"RHEANIA".....	NAPLES, HAVRE AND HAMBURG.....	14th December.
"von Hoff".....	VIA SINGAPORE, PENANG AND COLOMBO.....	
"ANDALUSIA".....	HAVRE AND HAMBURG.....	28th December.
"Capit. Schmidt".....	VIA SINGAPORE, PENANG AND COLOMBO.....	
"HOHENSTAUFEN".....	NAPLES, HAVRE AND HAMBURG.....	11th January.
"Capit.	VIA SINGAPORE, PENANG AND COLOMBO.....	
"ALEZIA".....	HAVRE AND HAMBURG.....	25th January.
"Capit. Lining".....	VIA SINGAPORE, PENANG AND COLOMBO.....	

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and Cabin amplitudes. Lighted throughout by Electricity. Duty qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
"DAPHNE".....	NAGASAKI AND WADIVOSTOCK.....	Beginning of October.
"KOWLOON".....	SHANGHAI AND CHINKIANG.....	4th October.
"LYDIA".....	SHANGHAI AND CHINKIANG.....	To follow.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

Hongkong, 1st October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA"

will be despatched for the above Ports, on or about the 10th of October, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 26th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

AND IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement

THE Steamship

"KASADO MARU," 6000 tons.

Taking Freight and Passengers to other

Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duty qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 11th September, 1906.

Intimations.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUPERFLUOUS

NEED NOW DESPAIR,

but without running a fever, or suffering from the

THE NEW REMEDY.

THERAPION NO. 1—A Sovereign

Remedy for discharges from the urinary

organs, suppurating cystitis, the use of which

does irreparable harm by laying the foundation

of stricture and other serious diseases.

THERAPION NO. 2—A Sovereign

Remedy for primary and secondary skin

eruptions, ulcerations, pains and swellings of the

joints, and all those complaints with mercury

and arsenic are popularly but erroneously

supposed to cure. This preparation purifies the

whole system through the blood and thoroughly

eliminates all poisonous matter from the body.

THERAPION NO. 3—A Sovereign

Remedy for debility, nervousness, impaired

vitality, sleeplessness, distaste and incapacity for

business or pleasure, loss of appetite, indigestion,

indigestion, point in the back and head, and all

those disorders resulting from early error and

excess which the faculty is unable to cure or even

THERAPION is the principal element

in the treatment of all the above diseases.

In ordering, state which of the three

numbers required, and observe that the word

"THERAPION" appears on the French Government

Stamp (in white letters on a red ground) affixed

to every package of the THERAPION.

Consultation, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,

Hongkong, China and Manila.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10c) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 26th September, 1906.

Wild Ducks, Shanghai, Sui-ap.....	pair	10
Teal, Shanghai, Sui Ap Chai.....	each	10
Wild Ducks Canton—Sang Shing Sui		
Ap.....	per pair	10

FISH.

Barbel—Ka Yu.....	10
Bream—Bin Yu.....	20
Canton Fresh Water Fish—Hoi Sin Yu.....	20
Carp—Li Yu.....	20
Catfish—Chik Yu.....	20
Codfish—Mun Yu.....	20
Crabs—Hoi.....	20
Cuttle Fish—Mok Yu.....	20
Dab—Sa Maug Yu.....	20
Dace—Wong Mei Lun.....	14
Dog Fish—Tit Tu Sa.....	10
Eels, Congor—Hoi Man Yu.....	10
" Fresh water—Tam Sui Yu.....	20
" Yellow—Wong Sin.....	20
Frogs—Tien Kai.....	30
Garoupa—Sek Pak.....	60
Gudgeon—Pak Kuo Yu.....	14
Herrings—Tao Pak.....	20
Halibut—Cheung Kwau Yu.....	20
Labrus—Wong Fa Yu.....	20
Loach—Wu Yu.....	20
Lobsters—Lung Ha.....	40
Mackerel—Chi Yu.....	10
Monk Fish—Mon Yu.....	20
Mullet—Chai Yu.....	20
Oysters—Sang Hoo.....	20
Parrotfish—Kai Kung Yu.....	20
Pike—Tau Loo.....	20
Pike—Pa Pak Poong.....	20
Pomfret—Pun Yu.....	20
Pomfret, Black—Hak Chong.....	20
Pomfret, White—Pak Chong.....	20
Prawns—Ming Ha.....	20
Ray—Pei Pa Sa.....	10
Rock Fish—Sek Kau Kung.....	20
Roach—Chun Yu.....	20
Salmon, (C'ton), fresh water—Ma Yu.....	40

FRUITS.

1954	Almond—Hung Yan.....	
ET	Apples, (California)—Kam San Ping	
	Ko.....	
	(Chefoo)—Tin Chun Ping.....	
	Ko.....	
Mer.	" Small—Hoi Tong.....	
	" Custard—Fan Lai Chi.....	
	Bananas, fragrant, Canton—Sang Sheng	
	Heung Chiu.....	
Cents.	(birds), Macao—San Heung Chiu.....	
	Chestnuts, Chinese—Fong Lut.....	
20	Carambola—Yung Tou.....	
20	Cocoanuts—Yeh Tsz.....	
20	Grapes—Sin Tai Tsz.....	
15	Lemons, China—Ning Moong.....	
15	" Amer.—Kum San Ning Mo.....	
20	Lichees, Dried—Lai Chi Con.....	
30	" Fresh, Lai Chi.....	
26	Limes, (Saigon)—Sai Kung	
10	Moong.....	
50	Mango, Manila—Lui Sung Moong.....	
45	Mango, Saigon—Sai Kung Moong.....	
80	Mangosteens, San Chuk Tsz.....	
12	Oranges, (American)—Sang Sheng	
20	Chang.....	
7	" Small—Tai Kut.....	
10	" Mandarin—Tim Kut.....	
17	Olives—Pak Lam.....	
12	Passion Fruit.....	
7	Pears, (American)—Kam San Ping	
	(Canton), Cooking—Sa Li	
1.00	(Shanghai)—Sheung Hoi	
24	Peanuts,—Fa Sang.....	
24	Persimmons Large,—Hung Chie	
22	Pine-apples, 1st quality—Sheung	
2	Ti Paw-law.....	
12	" 2nd cooking—Chung	
12	" Paw-law.....	
12	Platams—Tai Chen.....	
10	Plums, Swatow—Hung Lai.....	
9	Pumelo, Siam—Chim Lo Yau.....	
7	Walnuts, Hop Tou.....	
25	" Green—Sang Hop Tu.....	

